

## **Reduced Scheduled Impact**

### **Sound Routes Impact**

- Due to budget restraints we were put on a reduced schedule from April 2009 to May 2010.
- During this time we cut two departures out of Cedar Island, two departures out of Swan Quarter, and four departures out of Ocracoke. We experienced numerous complaints, during this major cut.
- With our last departure of 4pm, it was hard for many tourists to catch the ferry for a weekend on the outer banks.
- Several Ocracoke businessmen mentioned that their business was adversely affected by the reduced sound class schedule.
- The last departure at 4pm was devastating and created hardship for residents of Ocracoke who needed to be able to spend more time on the mainland for doctor visits and running various errands.
- Booking a reservation was extremely difficult during the cut schedule. History has shown that numerous travelers take advantage of being able to spend a full day (Leaving at 7am and Returning on the 6:00pm & 8:30pm) while not having to spend the night.
- Also traffic congestion due to mechanical delays is alleviated faster by having additional runs.

### **Pamlico River Impact**

- During this time we cut out three of our eleven round trips per day and we laid off our temporary employees.
- Our Employees were put on a split day shift to try and cover the 15 hour days that we were trying to run with one crew. Some worked 15 hours one day and then 12 hours the next day, as we rotated letting them off with what people we had left. It was a long year for our employees trying to maintain this schedule, but we made it.
- The other problem was trying to make sure no one was on watch more than 12 hours per day, which is the maximum that the USCG allows crews to work.
- We cut out one round trip in the morning and cut out two round trips at night which left us no runs after 7:45 PM. This caused a major inconvenience for our PCS employees that use our Ferry daily to get to work. This forced them to make the 50 mile drive around to get to and from work when our Ferry was not available. Even though the PCS workers

suffered the most, there were many more contractors and other regular passengers that constantly complained and called our legislators on a regular basis trying to get the runs back.

### **Cherry Branch Impact**

- In 2008 we ran 66 departures per day. Our boats were crewed depending upon their size and Certificates of Inspection (issued by the Coast Guard). For the Hatteras Class, at that time an uninspected vessel, the manning requirement was four. For the River Class, an inspected vessel, the manning requirement was five. In 2009, both the Hatteras Class and River class were required to carry six personnel.
- In 2008 the boat crews were permitted to operate under an exclusion to 46CFR15.710 and 46 USC 8104 (f). Our 45 minute lay over had been deemed to meet the letter of the law and we were able to operate a 13.3 hour and a 12.5 hour day in addition to our 12 hour night boat. In 2009 the circumstances with the Coast Guard changed and the law was reinterpreted. We dropped the 13.3 hour boat and eliminated runs to make the two remaining boats on 12 hour schedules. To do this, we eliminated 16 departures and ran only 50 departures per day. We also eliminated an entire boat crew per shift, switching from a 3 crew schedule to a 2 crew schedule by laying off some and moving others to other operations.
- Our traveling public were extremely unhappy. We cater to a large group working at the military installation next door, many medical folks attached to the hospital, prison guards and even a group of charter school children. We carry numerous contractors, and other regular commuters. Many of these people are middle class workers who count their finances carefully. Being able to travel by our ferries has made it possible for them to eliminate roughly two hours round trip driving and the expense of fuel.
- In the summer we add to these numbers with two of the largest Y camps in the United States and three other seasonal family camps. Many people who are unable to catch the Cedar Island Ferry (either due to time restraints or lack of availability) tell us they came to Cherry Branch to see what a boat ride is all about. These groups ride the boats for the sheer joy and thrill of being on a boat, for many it's a new experience.
- In 2010 we returned to 64 departures per day.